

His Britannic Majesty's Ships on the China Station

JOHN HALL, Office, 8, Wyndham Street.

FROM 60 CENTS

concealing fugitives, and both bring up
historically before us the troublous condi-
tions of life in bygone centuries.—The
illustrations.

COOL SEELY AND THE TRANSVAAL.

IN FAVOUR OF EXCLUDING ASIATICS.

(Horticultural Service, supplied by Reuters, via Bombay.)

London, November 18.

Colonel Seely, Under Secretary of State for the Colonies, speaking at the New Reform Club, said he considered that the policy of the Transvaal in excluding Asiatics was quite right as the two races would not intermingle. All difficulties in this respect would disappear if countries like the Transvaal only admitted those people to whom citizenship could ultimately be granted.

SERVIA WITHDRAWS GUARDS.

RESERVES DISBANDED.

(Horticultural Service, supplied by Reuters, via Bombay.)

London, November 18.

Servia has withdrawn her guards from the frontier and the reserves have been disbanded.

GERMANY.

London, November 17.

The eve of the interview between the Kaiser and Prince Buelow is characterized by a feverish suspense. The newspapers, in a final warning, urge the Chancellor to insist on an unconditional surrender. The utmost pressure is being brought to bear on His Majesty, and it is stated that he went to Baden on Sunday at the request of his grandsons the Dowager Duchess of Baden, who dwelt on the gravity of the popular feeling and urged His Majesty to retain Prince Buelow.

GERMANY—THE CHANCELLOR'S INTERVIEW WITH THE KAISER.

London, November 17.

The Kaiser and Prince Buelow have had a two-hour interview at Potsdam. It is officially announced that the Emperor listened with the gravest attention to Prince Buelow's report of the public feeling and replied that his foremost duty was to uphold the consistency of the Empire's policy. His Majesty approved of Prince Buelow's statement in the Reichstag, and assured him that he continued to have confidence in him. Stocks have jumped in Berlin.

PORTUGAL AND CHINA.

London, November 17.

The stories of troubles in China with Portugal, and the despatch of a Portuguese squadron to Macao are unfounded. The two countries are negotiating about the delimitation of Macao.

PHILIPPINE LOAN ISSUED IN LONDON.

London, November 17.

The Philippine Railway loan at 4% for \$4,000,000 has been issued in London at 95.

CHINESE STUDENTS PASS.

Customs Examination.

The Yellow Dragon says that it is particularly gratifying to find that in the first batch of 38 students selected for examination to enter the Customs College at Peking no fewer than fourteen are from Queen's College—thirteen appearing on this year's roll, and continues:—"The success of these boys is one of the most remarkable recommendations we have ever received, and one of which we are emphatically proud. The more the list is examined, the more reason we have to feel elated; for of the seventeen successful candidates at the Canton centre, all but three are our pupils. We are told that among the nineteen other boys from the rest of China, there are probably some old Queen's College boys. We shall be glad to hear of them when their identity is satisfactorily established. From candidates who sat at Canton, we learn that above one hundred candidates offered themselves on the first day. After an examination in English reading and conversation, the number was reduced to eighty-one. It was these boys who were examined on the three subsequent days. The first two days were occupied with arithmetic, algebra, geometry, grammar, geography, dictation, physics, Chinese to English, and English to Chinese; on the last day, the subjects were Chinese essay, letters in Chinese, and explanation of extracts from the Four Books. It will be seen that the examination was long and searching. Those who came through the ordeal with flying colours, have cause to be satisfied. We heartily congratulate our boys on their signal success. (Horticultural Service, supplied by Reuters, via Bombay.)"

AN APPRECIATION OF THE EMPRESS DOWAGER.

By a Chinese Journalist.

It is but natural that the Chinese literati should at this time pass judgment on the life and work of the famous Empress Dowager, who recently finished with the worries of Empire and passed to her well-earned rest. We have been somewhat surprised, however, at the warm appreciation poured by an editor who has hitherto been a keen opponent of the Manchu dynasty, and hardly ever missed a chance of throwing a gibe at its weaknesses or its sins. The present crisis, turned his thoughts into a different channel for it has drawn from his pen an eulogistic estimate of the late Imperial Lady. It was, he says, the late Empress Dowager who kept the avaricious eunuchs and clansmen in Peking from squabbling for power during the long years that have intervened since the death of Tung Chih. Whatever miseries have befallen China since the early eighties, they would have been much worse had not the Empress possessed such a strong will and masterful hand, that she was able to play off the Princes one against the other, and so make their strivings for power nugatory. With regard to the rumour that at the time of the coup d'état at Peking in 1898—when King Yu-wei was in the ascendant—she gave the Emperor food mixed with ground glass and kept him shut up as if he were a prisoner, it is sufficient to mention that he was the monarch whom the Empress herself selected for the throne and therefore she would not be likely to treat him in such an inhuman fashion. Indeed, so that time she protected him. When King Yu-wei was making his ill-digested changes, proposing to do away with the Manchu name and suggesting other reforms, the conservative officials became enraged, and would have taken the Empress's life. It was then that the Empress Dowager stepped in, and, taking the Emperor under her wing, protected him from the fury of the enraged conservatives and thus saved his life. Because of her interference, the Emperor was enabled to preserve both his life and his throne. The reports concerning the date of the death of the two rulers are very confused. If the Emperor died first there is little to be said. If however the Empress pre-deceased him, then the state of affairs in Peking must have been very confused. As soon as the Empress Dowager was dead there would naturally be a scramble for power participated in by all the ruling princes, and that Kuang Hsi should die at this juncture is not remarkable. In any case, now that the strong hand has been removed the princes will squabble for power just as dogs squabble for a single bone. The splendid ability of the Empress has been fully shown in the remarkable ability which she manifested during the perilous times China has recently passed through. Confusion everywhere abounded, both within and without, and only the most marked ability could have saved the situation. This ability she exhibited, and she did whatever human hand and thought could possibly have accomplished. However clever the ruler, and he be ever so splendidly supported by competent ministers, there are certain things that cannot be brought about. It is always a very difficult thing to turn earth into heaven. The Empress Dowager did all that over human mind and ingenuity could do. The exceeding great ability of the woman is seen in the way that she raised herself to the throne and kept herself seated thereon when so many hands were turned against her. Poor she was and unknown, yet she gradually worked herself up till she was more than a match for the intriguing and designing ministers with which the court at Peking is crowded. At the close of the Boxer Rebellion she showed her insight and wisdom. Out of the dire confusion she managed to bring order, so that after a while the Foreign Powers were willing to look on things as settling, and it was owing to her sagacity that the situation was saved for the Manchu dynasty. When Tuan Wang and Kong Ngai were eager to grasp power and work mischief, supported by a considerable number of followers, she managed to tackle them all, and so disposed of the conservatives that nothing dangerous remained behind to molest the quietness of the succeeding years. During all these years the Emperor Kuang Hsi was really nothing but a puppet. He did nothing, but was willing to listen to the pleasing and flattering words of those who surrounded him. These men did nothing but project schemes which came to naught. It was the Empress, behind the scenes, who prevented things from going unattended rapidly, when as yet no one was prepared for the drastic and ill-digested changes that were proposed by King Yu-wei and those who stood by him. Indeed, King Yu-wei at that time could have accomplished nothing, inasmuch as the people were not prepared for the changes that he was suggesting to the Emperor, and if they had really been attempted, there would only have been confusion worse confounded. Indeed, an overwhelming calamity would have enveloped the Empire. So it will be readily perceived that the Empress was a woman of surpassing intelligence and ability, and was eminently suited to be a ruler of a great Empire. Now that she has passed away there is no one left behind who is able to take her place. With her has died a woman of conspicuous ability. "The title is broken, and the ice is melted."

CHILD HELD FOR RA SOM.

KOWLOON CRICKET CLUB PAVILION.

The hearing was resumed at the Supreme Court, this afternoon, before Mr Justice Gompertz, in the case in which T. Choe, as a member of the committee of the Kowloon Cricket Club was summoned for \$744 in connection with the contract for the erection of the Kowloon Cricket Club Pavilion.

KOWLOON CRICKET CLUB PAVILION.

Mr Davidson, of Messrs Hastings and Hastings, appeared for the plaintiff and Mr P. W. Golding appeared for the defendant. The case was the second time that had been done. The terms were that the defendant should pay \$400 and each side bear their own costs, the defendant agreeing to abandon the counter claim. He did not wish to exit any arguments but he fancied that there was some one in his friend's office who was continually putting plaintiff from settling.

His Lordship remarked that it was a case for settlement. Mr Golding said the plaintiff had been to Mr Hazeland's office two, three or four times. Mr Davidson—Of course these are all experts' statements. Mr Golding—am prepared to prove it. Mr Davidson said that his client came to him with a proposal made by Mr Hazeland for a settlement but Mr Hazeland had no authority to settle the case. He told his client that the offer was ridiculous and that he should on no account consent to settle it. The counter claim had been filed. In the absence of the counter claim the plaintiff was entitled to judgment. Why, he asked, was the counter claim not filed? Mr Golding—Because we understood the case had been settled and the terms agreed to.

His Lordship—Do you raise the point there is a binding agreement to settle? The plaintiff seems to have acted without his solicitors, a foolish thing to do.

Mr Golding—Yes, an agreement to settle.

Mr Davidson—Mr Hazeland went and tried to get my client to settle.

Mr Golding—There was no quarrel between the parties until someone fostered the present state of affairs to run up costs. The first my client knew was the issue of the writ. My client is quite willing to settle the case if the plaintiff will finish the work.

Mr Davidson—I should never agree to any proposal that did not give my client his costs. I submit he is entitled to judgment.

His Lordship—Although he has not finished the work?

Mr Davidson—My client is prepared to do the work. I object to the whole counter claim in principle.

His Lordship—I do not think you are entitled to judgement on the pleadings.

Mr E. H. Hazeland, architect, stated that there had been no trouble between the parties until the writ was issued.

Mr Golding having explained he did not proceed with the counter claim because he thought the matter was settled, the hearing was adjourned till Wednesday.

AMOY NOTES.

(From Our Own Correspondent.)

Amoy, November 26.

FLOWER SHOW.

The Autumn Show was held on Friday afternoon, on the Tennis Lawn and in the Masonic Hall. The exhibits were in many cases very fine, but the show as a whole was not up to the usual standard. Mr Wallace had the largest number of awards, Mr Kruse being second. Others who did well were Mrs C. J. Farrow and Mr W. Wilson. The Band of the French Cruiser "D'Entrecasteaux" played selections during the afternoon, and the music was much appreciated.

NAVAL NEWS.

Two French cruisers have been in here for some days, the D'Entrecasteaux and the Alger. The former vessel left for Hongkong on Saturday, but the Alger is still in port. Both ships have coaled here.

The S.M.S. Arcena left this morning for Hongkong. She also has taken in coal.

COMMERCIAL NEWS.

Eighty-one steamers entered during October, 48 British, 25 Japanese, 6 Chinese, and 4 Dutch. Imports include 10,128 piculs of rice, and a large quantity of piece goods of all kinds. Nearly 300 piculs of opium were imported, 61,798 piculs of flour, and 38,769 piculs of peas, and a big lot of kerosene oil, consisting of 400,000 gallons case oil, and 697,717 gallons bulk oil, also figure. This oil comes from America for the Standard Oil Co. There was also 218,139 gallons Burmah oil in bulk for the Asiatic Petroleum Co.

Exports were some 7000 piculs of Amoy sugar, and about 36,000 piculs hemp bags and sackings.

SHIPPING.

The S.S. Hong Mei has left for Swatow and Straits with some 700 odd coolies.

The S.S. Chang Chee left yesterday afternoon for the same port with over 250 coolies at about 86 each.

Strong winds and heavy seas have been the rule lately, and steamers are late. The Haiyang did not arrive till 12 noon on Sunday from Swatow.

REVIEW.

The Lesser Pays, by MARY ORENBRAW.

London, T. Werner Laurie.

The stirring history of the French Revolution will ever prove a fruitful field for the historical novelist. From the days of Charles Dickens down to the present year of grace the English literary world has seldom seen a twelvemonth pass without some work or other dealing with the actions of the men and women who flourished during that troublous period. But seldom has a writer exploited the great revolution to better effect than Miss Mary Orenshaw in her latest novel, "The Lesser Pays." The hero is Rouget de Lisle, the composer of the "Marseillaise," that blood-stirring hymn which added so greatly to the flames kindled by the revolution.

Coming of an ancient family Rouget was discovered by them on the authorship of the hymn of the revolution becoming known, while his little son Louis remained at the ancestral chateau under the care of his grandmother, a lady of the most aristocratic proclivities imaginable. It was bad training for a little boy about to be plunged into the very vortex of the strife in Paris. Soon after the story opens Madame de Contesse gets word of what is stirring in the capital and determines to go thither to give what support she can to the tottering throne of Louis and Marie Antoinette. By strange ill-luck she arrives at the very moment when Louis and the Royal Family are ignominiously brought back to Paris after their attempt to escape across the frontier, an attempt which would have succeeded had Louis not been so fatefully inept.

Thereafter the follow by the aid of the little boy's adventures the devoted ways which led the King and Queen to the scaffold; we are introduced to the Temple, the Abbaye and other prisons which the Sans Culottes and their abettors turned into veritable shambles. If we have any fault to find with the telling of the tale it is that little Louis de Lisle, who is the narrator, is a little too precocious even for a French boy with whom prematurely sharpened by the tragedies enacted hour by hour beneath his wondering eyes. But the pictures he conjures up are very real and one reads his story with breathless interest. Louis de Lisle manages to escape with his life, but most of the other people of importance in the story die or are killed before the end is reached. The villain of the book is Guibert de Vornet, cousin of Louis de Lisle, and his character is very cleverly developed.

The hero of the revolution, he departs from the scene most tragically. But the saddest figure of all is that of Rouget de Lisle, the visionary dreamer and musician who lived to regret the day he wrote the "Marseillaise." Although this name has been considered one of the notable novels of the year.

The Green Parrot, by BERNARD CAPER. London, Messrs George Bell and Sons.

Mr Capes hit upon rather a unique idea when he set down to write this story. A literary genius after assaulting the citadel of the Philistines for some ten years or so, determines to give up the unequal contest and flee from the London which spurned his immaculate style and highly romantic gifts. He starts out for Southampton, but leaves the train at Winchester and in the course of a day's wanderings drops across a little boy with a green parrot who has run away from a cruel stepfather. The dishevelled man of letters takes to the lad at once and in the sequel of a joint explanation, the pair go off together to a part of the Welsh coast where the novel turns to his own account. A titled lady, formerly a leading star of light comedy, in her lovely widowhood, had also selected this quiet spot for her retreat.

But then complications arise which the novelist turns to his own account. A titled lady, formerly a leading star of light comedy, in her lovely widowhood, had also selected this quiet spot for her retreat.

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The Heart of a Butterfly, by Ellen Fitzgerald.
Duchess, by Lucia Clever.
The Sunny Side of the Hill, by Rosa.
A Spirit in Prison, by Robert Elphinstone.
The Devil's Acre, by Fergus Hume.
My Lost Self, by A. W. Marchmont.
The Heritage, by Sydney C. Green.
Sixty-Nine Broom Road, by W. Pett Ridge.
The Virgin in Judgment, by Eden Phillpotts.
The Sin of Gabriella, by Mrs Coulson Kernehan.
Anthony Outbent, by Richard Bagot.
A Laughing Matter, by Shan F. Bullock.
Mr Apollo, by Ford Huffer.
The Case of Sir Geoffrey, by Florence Warden.
Diana Mallory, by Mrs Humphrey Ward.
Worth, by Agnes and Egerton Castle.
Maurice Manor, by Author of "When it was Light."
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Keepers of the House, by Cosmo Hamilton.

By Faith Alone, by Rex Barrin. London, George Bell and Sons.

This is a charming book dealing with French peasant life of the present day. It tells the life story of Gilbert Cloguet, woodcutter and farm labourer, from the time when, as a little boy, he began to toil for his living, through the short troubled years of his married life followed by a long unhappy period of loneliness; until, past fifty, bereft of family, friends and home, he finds consolation in religion. A strong, just man, a leader among his fellows, he drank of the cup of bitterness to the dregs, but in the end found the peace that passeth all understanding. The pictures of life among the French peasantry are particularly well etched in the book. But the author has not lost sight of the heart of the common people that he can depict their joys and sorrows, their petty meannesses, jealousies and back-bittings as well as their nobler qualities without fear of being considered a caricature. "By Faith Alone" is an utterly enchanting literary reputation which is already very considerable.

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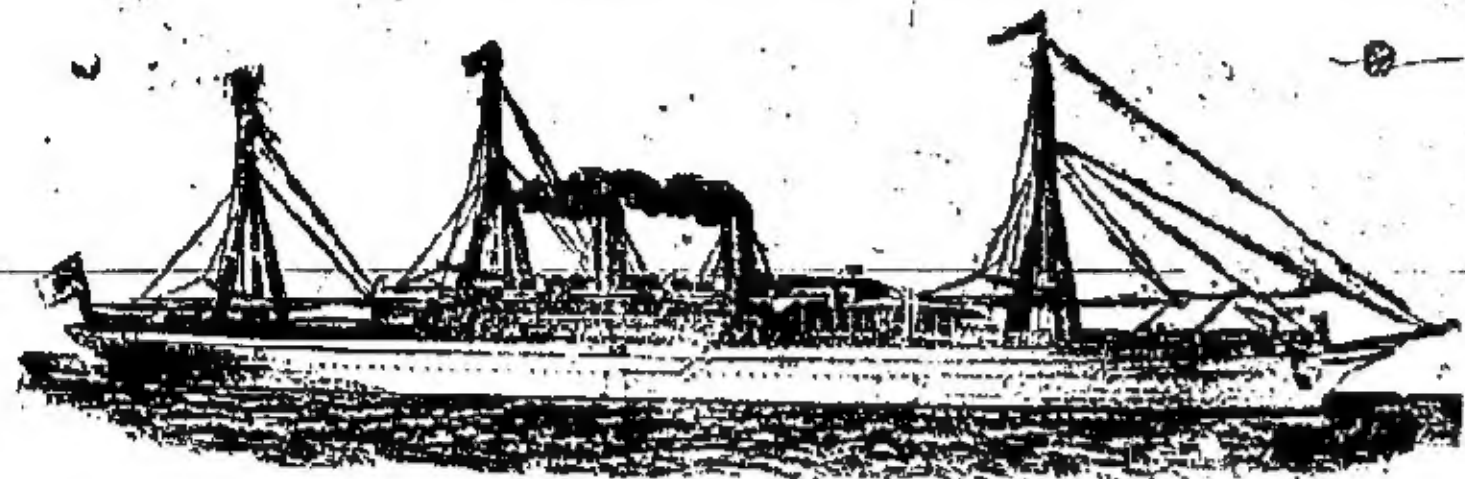
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SHANGHAI	OCEANA	Nov. 20th	Freight and Passage.
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EMPEROR OF JAPAN ... 6000 Tons	SATURDAY, Dec. 19	Jan. 8
EMPEROR OF CHINA ... 6000 Tons	SATURDAY, Jan. 16, 1909	Feb. 5
EMPEROR OF INDIA ... 6183 Tons	TUESDAY, Mar. 2	Mar. 26

THE shortest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new postal EXPRESS steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line. A.S. MONTAGUE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. A.S. MONTAGUE carries THROUGH ROUND THE WORLD SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services and European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

General Traffic Agent for China, etc., CORNER FREDERICK STREET and PRATY, Opposite Blake Pl.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	VESSELS	CAPTAIN	TO SAIL
SHANGHAI, KOBÉ AND YOKOHAMA	DUMBEA	BOYER	Nov. 23, p.m.
MARSEILLES, Via Port-au-François	TOURANE	LAUREN	Nov. 27, at 1 p.m.
SHANGHAI, KOBÉ AND YOKOHAMA	EREST SIMONS	GERARD	Dec. 7, p.m.
MARSEILLES, Via Port-au-François	ARMAND BEHIC	GRIGNONNET	Dec. 8, at 1 p.m.

TRANS SHIPPING Co. has a series of Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via PARIS, from 227.10 up to 271.10, 20 hours delivery from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. NALIN, Acting Agent, QUEEN'S BUILDING.

Hongkong, April 9, 1908.

PORTLAND & ASIATIC S.S. CO

FOR MOJI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO en route to PORTLAND.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
NICO MEDIA	4571	P. WAGEMANN	About December 16th

Through Bills of Lading issued to Pacific Coast, Portland and all Eastern, Canadian and U.S. States Ports. For through rates of Freight and further information, communicate with us apply to

S. SILVERSTONE, Agent.

HAMBURG-AMERIKA LINIE, HAMBURG.

FAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North American and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre and Hamburg
S.S. SCANDIA ... 18th Nov.	S.S. SENEAGAN ... 18th Nov.
S.S. ISTRIA ... 4th Dec.	For Harbin, Hainan & Hamburg
S.S. BARCELONA ... 17th Dec.	S.S. SITHONIA ... 4th Dec.
S.S. ANDALUSIA ... 27th Dec.	For Havre, Bremen & Hamburg
S.S. SAXONIA ... 9th Jan. 09	S.S. SEGOVIA ... 8th Dec.
	For Havre, Rotterdam & Hamburg
	S.S. SCANDIA ... 22nd Dec.

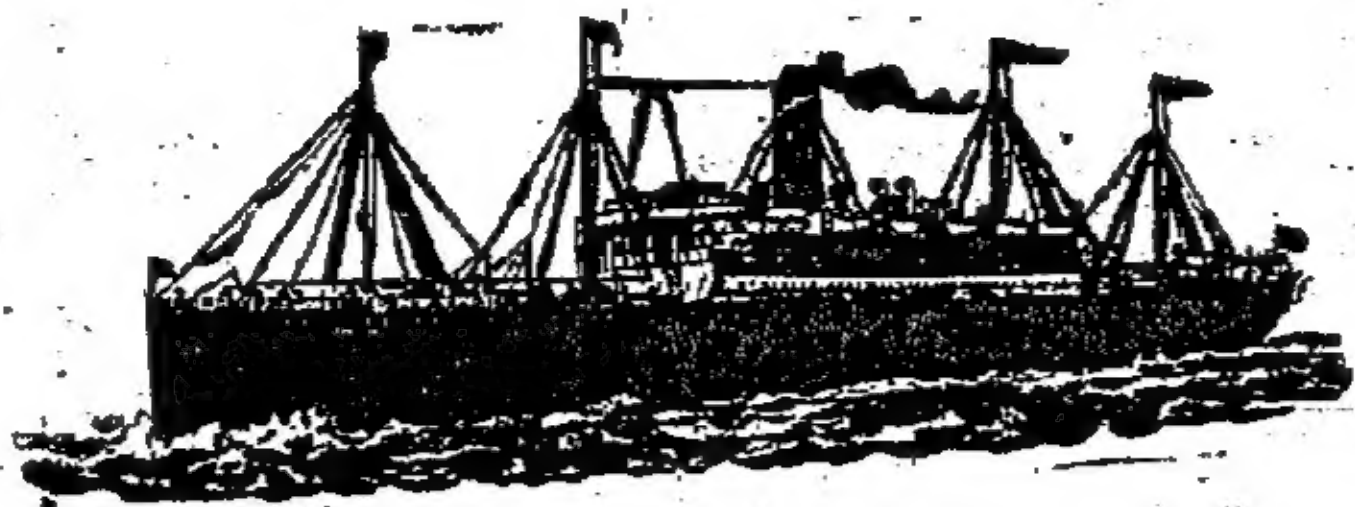
For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, November 11, 1908.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

VESSELS	SAILING DATES, 1908.
NIPPON MARU ... 11,000 Tons	SATURDAY, 28th Nov., at Noon
CHINA ... 10,200	SATURDAY, 5th Dec., at Noon
MANCHUKIA ... 27,000	SATURDAY, 19th Dec., at Noon
HONGKONG MARU ... 11,000	SATURDAY, 26th Dec., at Noon
ASIA ... 4,500	SATURDAY, 2nd Jan., at Noon
MONGOLIA ... 27,000	SATURDAY, 9th Jan., at Noon
TENYO MARU ... 21,000	TUESDAY, 19th Jan., at Noon
KOREA ... 18,000	SATURDAY, 30th Jan., at Noon

The S.S. ASIA and CHINA carry intermediate passengers only at intermediate rates, affording superior accommodation for that class.

Twin Screws. Triple Screw Steamer.

RECORD FAST TRIPS.

Cochin to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905, 11 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1905, 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en route, August 18th-21st, 1905, 3 days, 13 hours.

Tokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 18th to 23rd, 1905, 7 days, 10 hours and 23 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on SATURDAY, the 28th November, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland, to Hawaii, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, KING'S BUILDING.

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	VESSELS	TO SAIL
AMOI, MANILA, CEBU & ILOILO	RAIPONG	Nov. 20, Daylight
SAMARANG & SOUBAHAYA	SEANGTUNG	Nov. 21, at 4 p.m.
NINGPO & SHANGHAI	SHACHENG	Nov. 21, at 4 p.m.
MANILA, ZAMBANGA, PT. DAVOS, THURSDAY ISLAND, OOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	CHANGSHA	Nov. 24, at Noon

MANILA STEAMERS & TIENTSIN STEAMERS have superior passenger accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and to Italian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS

Telephone No. 36.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	VESSELS	TO SAIL
DAIJIN MARU, Capt. I. SAKURAI	TAMBU, Via SWATOW AND AMOY	SUNDAY, 22nd Nov., at 10 a.m.
SHOSHU MARU, Capt. ICHII	ANPING, Via SWATOW AND AMOY	WEDNESDAY, 25th Nov., at 8 a.m.

These New Steamers have excellent Accommodation of First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabins Amidships. Unparalleled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDING.

T. ABIMA, Manager.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	VESSELS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	PRINZ LUDWIG, Capt. v. Binzer	WEDNESDAY, 2nd Dec., at Noon
SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA	GOEBEN, Capt. B. Weltholz	THURSDAY, 18th Nov., at Noon
MANILA, YAP, NEW GUINEA, HONOLULU, SAN FRANCISCO, SYDNEY AND MELBOURNE	MANILA, Capt. J. Minssen	THURSDAY, 3rd Dec., at 9 a.m.
KUDAT AND SANDAKAN	BORNEO, Capt. J. Sembill	Middle of November

For further particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

NEW POLITICAL DEPARTURE IN INDO-CHINA.

M. Klobukowski, the Governor-General of Indo-China, is now in Tonkin, where nationalist agitators and sedition mongers have been doing their worst. He received a hearty welcome at Hanoi, the capital, where he delivered a speech promising reforms and redress of grievances. His Excellency assured his hearers that he came with an open mind, and was not tied down to a fixed policy, the Minister for the Colonies had given him full discretionary power. He had no intention of pulling down his predecessor's handwork, but would keep as much of it as would suit present day requirements. M. Klobukowski wound up by saying that he would follow a practical line of policy, and would not listen to the advice of theorists or extremists. Then, turning to the influential natives in the gathering, he assured them of his earnest wish for the welfare of the Tonkin, and he asked them to co-operate with him.

JAPAN AND CHINA.

A Military Officer's Views.

Major-General Aoki, who has hitherto been serving in Peking as commander of the Japanese troops in Pehchili, has just returned to Tokyo, and has made some interesting remarks to a member of the Hochi Shimbun's staff, which have been translated by the Japan Mail. With regard to the withdrawal of the foreign troops in North China, the General draws attention to a point not hitherto generally noticed. He says that, owing to the depreciation of silver during the past two years, great distress has prevailed among the trading classes in Peking, and a large number of people have come to rely solely for means of subsistence upon the traffic that they were able to carry on among the foreign troops. When these are withdrawn, one of the props which have hitherto saved the situation from complete collapse will be removed. The General speaks in terms of unmeasured criticism with respect to the methods of Japan's policy in China. He considers that Japanese diplomats have altogether lost sight of that ought to be the great purpose of their policy, namely, to cement friendly relations with the neighbouring Empire. The intercourse between China and Japan has a record unequalled elsewhere. The two countries have been on terms of greater or less intimacy for something like 15 or 16 centuries, and nothing ought to be further from Japan's thoughts than to adopt a petting policy in dealing with her traditional friend and geographical neighbour. China's aspirations are perfectly legitimate. It is natural that she should seek to assert her sovereignty within her own dominions, and it is even more natural that she should desire to build and operate her own railways, considering the political uses to which this agent of civilization has been applied by the aggressive ambition of foreign countries. Japan ought to sympathize with China in all these aspirations, and should assist her reasonable hopes, instead of oppressing them by crabbéd reference to the letter of this law or the text of that protocol. General Aoki is evidently a firm believer in China's future as a great world Power. He says that in four years' time she will have an army of 30 Divisions; that she is now busily engaged training officers, and that when she has achieved her present purposes she will be a powerful military State. The spirit now animating her is often erroneously attributed to the influence of the Russo-Japanese War. That is a misapprehension. It is a spirit which has been steadily growing for many years back, and it has to be reckoned with as a permanent factor of the Far Eastern situation, not as a transient ebullition.

HOW TO SPEND A PLEASANT EVENING.

Of all the delights that make for the attraction of the home circle there is none so important in its effect as that of music. Music is one of the joys that tend to brighten home life, and to subsume the whole home into perfect contentment and harmony.

The Talking Machine has been the means of gladdening the lives of many thousands of families, and awakening the souls of the people to a greater zest and love for good music.

There is no limit to the fun and entertainment to be derived from a good Phonograph; in fact, it is a joy at all times, as it brings to the home of the people everything that is sweetest and best in music, old time ballads, Gems of Grand Opera or side-splitting comic songs, and rollicking rag-time tunes which youngsters revel in.

This season's improved models reproduce the human voice so feelingly, and with such life-like reality, that the full power of music can always be enjoyed at the simplest possible outlay, when and wherever you like.

Mr. George Robey, The World's Provider, Coventry, Eng., was one of the first to realize the enormous possibilities of these wonderful instruments, and, driving to specially favourable contracts which he has arranged with the leading manufacturers of phonographs, he can now supply many of the most famous makes at about half shop prices.

To any readers who think of purchasing a Talking Machine this season, we can thoroughly recommend a firm of such high repute in the Phonograph world. You will find that no trouble is too great for Mr. Robey, so long as he can meet your requirements.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	VESSELS	TO SAIL
SHANGHAI, Via SWATOW, HANGANG	FRIDAY, LOONHANG	Nov. 20, at 3 p.m.
MANILA	FRIDAY, NANSANG	Nov. 20, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOI	SATURDAY, SUNDAY	Nov. 21, at Noon
TIENTSIN, Via CHEFOO, CHEONGSHING	FRIDAY, YUENSANG	Nov. 22, Daylight
SINGAPORE, PENANG, AND CALCUTTA	FRIDAY, YUENSANG	Nov. 27, at 1 p.m.
MANILA	FRIDAY, YUENSANG	Nov. 27, at 4 p.m.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers Kutsung, Namsang and Kookang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Telephone No. 31.

General Managers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST-Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light and First-Class Cuisine.

STEAMSHIP

HAICHING ... SWATOW, AMOY & FOCHOOW, FRIDAY, 20th Nov., at Noon.

HAIVANG ... SWATOW, AMOY & FOCHOOW, TUESDAY, 24th Nov., at Noon.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	14th Dec.	10th December
EMPIRE	11th Jan., 1909.	7th January, 1909.
EASTERN	11th Jan., 1909.	4th February.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	VESSELS	SAILING DATES, 1908.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. N. Ono, Tons 6189	WEDNESDAY, 25th Nov., at Daylight
VICTORIA, B.C., AND SEATTLE Via SHANGHAI, MOJI, KOBÉ, YOKOHAMA	HAIRATA MARU, Capt. T. Mura, Tons 5161	WEDNESDAY, 26th Dec., at Daylight
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, BOMBAY, Via SINGAPORE AND COLOMBO	* IYO MARU, Capt. S. Ishikawa, Tons 6320	TUESDAY, 24th Nov., at 4 p.m.
SHANGHAI & KOBÉ	* RAGA MARU, Capt. G.S. Lapraik, Tons 6591	THURSDAY, 26th Dec., at 4 p.m.
NAGASAKI, KOBÉ AND YOKOHAMA	YAWATA MARU, Capt. T. Kikue, Tons 3817	FRIDAY, 27th Nov., at Noon
	NIKKO MARU, Capt. A. E. Moss, Tons 6539	THURSDAY, 24th Dec., at Noon
	KAGESHIMA MARU, Capt. T. Arakawa, Tons 4887	SATURDAY, 28th Nov., at Noon
	* TAKAKAKI MARU, Capt. A. Motter, Tons 4970	THURSDAY, 26th Nov., at Noon
	* NIKKO MARU, Capt. A. E. Moss, Tons 6539	WEDNESDAY, 26th Nov., at Noon
	BINGO MARU, Capt. A. Christensen, Tons 6247	SATURDAY, 28th Nov., at Daylight

* Omitting Yokohama.

* Fitted with Marconi's System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Canton Road.

T. KUSUMOTO, Manager.

Hongkong, November 2, 1908.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE:—SARAYACHU, KOBÉ, JAPAN.

BRANCH OFFICES:—NAGASAKI, SHIMODA, YOKOHAMA, JAPAN AND HONGKONG.

CABLE ADDRESSES:—MIYASAKI, applying to Head Office and Shimoda Branch.

* YUTAKA, applying to Hongkong Branch only.

A. B. C. 5th Edition used.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG.

4th Floor, No. 2, CONNAUGHT ROAD.

Telephone 731.

Hongkong, November 2, 1908.

WEATHER REPORT.

The following notice is issued by Mr. Vigg of the Hongkong Observatory—
On the 19th at 11.55 a.m.—The barometer has risen in E. Japan, the depression having moved away over the Pacific.
Pressure has risen over N. China and as Wladivostok owing to the advance of the depression, the other 10 inches over Manchuria.
An area of low pressure exists also over the Pacific to the westward of the S. Philippines. The highest pressure is in a band extending from the Yangtze valley to S. E. Japan.
Moderate monsoon may be expected in the Formosa Channel, and strong monsoon over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1. Hongkong and Neighbourhood: N. E. winds, moderate; fine.
2. Formosa Channel, same as No. 1.
3. South coast of China between Hongkong and Liancun, same as No. 1.
4. South coast of China between Hongkong and Hainan, same as No. 1.

To-day's Advertisements

PUBLIC AUCTION.

The Underigned has received instructions to sell by Public Auction, on

MONDAY,

the 23rd November, 1908, commencing at 2.30 a.m. at his Sales Rooms,

DUNDON STREET,

A FINE SELECTION OF

TONKIN INLAND CABINETS,

SCREENS, TRAYS, BOXES, PANELS,

&c., &c., &c.

A Few Pairs of Embroidered (made up into) HANGING TABLE COVERS, CURTAINS, COVERS, &c., &c., &c.

And

A Quantity of DRAWN-WORK TRAY COVERS, SILVERWARE COVERS, &c.

On View from Saturday, the 21st Nov. Terms—Cash on Delivery &c. &c.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, November 19, 1908. 1577

NOTICE.

FOR KUDAT & SANDAKAN.

Taking Cargo at Through Rates to

TAWAU, LAHAD DATU, LABUAN,

JOLO & MNADO.

THE Steamship

Captain F. S. S. (ready to load on

Monday, a.m., will leave on TUESDAY,

the 24th instant, at 9 a.m.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD.

MELBOURNE & CO.,

Agents.

Hongkong, November 19, 1908. 1578

EXCHANGE.

Hongkong, November 19, 1908.

Bank Wire 1/8 1/2

On demand 1/8 1/2

30 days sight 1/8 1/2

4 months sight 1/8 1/2

Credit, 4 months sight 1/8 1/2

Documentary, 4 months sight 1/8 1/2

On demand 1/8 1/2

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SHIPPING

ARRIVALS.

November 18.

Kooyang, British etc., 1.145, M. Downson,

Norwich Nov. 10, Dalny 12, and Chafco

14, Beas and General—BUTTERFIELD & SWIRE.

November 19.

Empress of China, British etc., 3,018, R.

Arbuthnot, C.N.R., Vancouver, B.C., Cor.

23 and Shanghai Nov. 16, Mails and General—C. P. R. Co.

Signal, German etc., 3,600, G. Schalk, Haiphong and Heilow Nov. 16, General, Pigs and Cows—JENSEN & CO.

Laitum, British etc., 3,600, J. W. Evans, Swatow November 18, General—DOUGLAS STEAMSHIP CO.

Goshen, German etc., 3,600, B. Wilhelm, Bremen and Singapore Nov. 16, Mails and General—MAGNET & CO.

Astron, British etc., from Mira Bay, Bedford, British etc., from Mira Bay.

DEPARTURES.

November 19.

Bengal, for Singapore and Hamburg, Manam, for Shanghai.

Chongching, to Canton.

Cham, for Hongkong.

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Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATER ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from

Section 1. From Green Island to the Gas Works.

Section 2. From Gas Works to Jardine's Wharf.

Section 3. From Jardine's Wharf to the Harbour Office.

Section 4. From Harbour Office to the Market.

Section 5. From The Market to Piddar's Wharf.

Section 6. From Piddar's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Building.

Section 8. From Blue Building to East Point.

Section 9. From East Point to North Point.

Section 10. From North Point to Kowloon Wharves.

Section 11. Jardine's Wharf.

Section 12. From Kowloon Wharves to the Naval Yard.

Section 13. From the Naval Yard to the Gas Works.

Section 14. From the Gas Works to the Harbour Office.

Section 15. From the Harbour Office to the Market.

Section 16. From the Market to Piddar's Wharf.

Section 17. From Piddar's Wharf to the Naval Yard.

Section 18. From the Naval Yard to Blue Building.

Section 19. From Blue Building to East Point.

Section 20. From East Point to North Point.

Section 21. From North Point to Kowloon Wharves.

Section 22. From Kowloon Wharves to the Naval Yard.

Section 23. From the Naval Yard to the Gas Works.

Section 24. From the Gas Works to the Harbour Office.

Section 25. From the Harbour Office to the Market.

Section 26. From the Market to Piddar's Wharf.

Section 27. From Piddar's Wharf to the Naval Yard.

Section 28. From the Naval Yard to Blue Building.

Section 29. From Blue Building to East Point.

Section 30. From East Point to North Point.

Section 31. From North Point to Kowloon Wharves.

Section 32. From Kowloon Wharves to the Naval Yard.

Section 33. From the Naval Yard to the Gas Works.

Section 34. From the Gas Works to the Harbour Office.

Section 35. From the Harbour Office to the Market.

Section 36. From the Market to Piddar's Wharf.

Section 37. From Piddar's Wharf to the Naval Yard.

Section 38. From the Naval Yard to Blue Building.

Section 39. From Blue Building to East Point.

Section 40. From East Point to North Point.

Section 41. From North Point to Kowloon Wharves.

Section 42. From Kowloon Wharves to the Naval Yard.

Section 43. From the Naval Yard to the Gas Works.

Section 44. From the Gas Works to the Harbour Office.

Section 45. From the Harbour Office to the Market.

Section 46. From the Market to Piddar's Wharf.

Section 47. From Piddar's Wharf to the Naval Yard.

Section 48. From the Naval Yard to Blue Building.

Section 49. From Blue Building to East Point.

Section 50.